AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF THE CLAIMS:

1-16. (Canceled).

17.   (New) A method for regulating a state of charge of an energy accumulator for storing electrical energy in a vehicle having a hybrid drive unit, an internal combustion engine and at least one electrical machine which can be coupled to a power train of the vehicle, comprising:

regulating the state of charge of the energy accumulator as a function of a velocity of the vehicle.

18.   (New) The method as recited in claim 17, further comprising:

lowering a setpoint value of the state of charge with increasing velocity.

19.   (New) The method as recited in claim 17, further comprising:

lowering the setpoint value of the state of charge by a value that corresponds to a likely charge to be received by the energy accumulator during a deceleration of the vehicle from an instantaneous velocity to a standstill.

20.   (New) The method as recited in claim 17, further comprising:

predefining a setpoint value of the state of charge by a characteristic curve that is dependent on the velocity.

21.   (New) The method as recited in claim 17, further comprising:

lowering a setpoint value of the state of charge by a value that is proportional to the velocity.

22.   (New) The method as recited in claim 17, further comprising:

lowering a setpoint value of the state of charge by a value which is super-proportional to the velocity.

23.   (New) The method as recited in claim 22, wherein the setpoint value forms an input variable of a strategy for operating the internal combustion engine and the at least one electrical machine.

24.   (New) A vehicle, comprising:
         a hybrid drive unit;
         a power train;
         an internal combustion engine;
         at least one electrical machine that can be coupled to the power train of the vehicle;
         an energy accumulator for storing electrical energy; and
         a charge controller for regulating a state of charge of the energy accumulator, wherein the charge controller regulates the state of charge of the energy accumulator as a function of a velocity of the vehicle.

25.   (New) The vehicle as recited in claim 24, wherein the energy accumulator includes one of a battery and a capacitor, and wherein the energy accumulator can be operated with a changeable state of charge.

26.   (New) The vehicle as recited in claim 24, wherein the energy accumulator includes an NiMH battery.

27.   (New) The vehicle as recited in claim 24, wherein a measured value of the velocity can be applied to the charge controller.

28.   (New) The method as recited in claim 17, wherein the energy accumulator comprises a NiMH battery.

29.   (New) The method as recited in claim 17, further comprising:
         delaying the charging of the energy accumulator as the vehicle's velocity increases.

30.   (New) The method as recited in claim 17, wherein the setpoint value is not lowered when energy for charging the energy accumulator is generated via energy recovery during a downhill drive.

31.   (New) The method as recited in claim 30, further comprising:
        storing surplus energy in the energy accumulator independently from the velocity.

32.   (New) The method as recited in claim 17, wherein the setpoint value drops linearly in a predefined velocity range between standstill and an upper limit and is then kept constant.

33.   (New) The method as recited in claim 17, wherein in a cold start the setpoint value remains constant up to a predefined minimum velocity and drops subsequently to a maximum velocity with increasing slope above a state of charge limit.

34.   (New) The vehicle as recited in claim 25, wherein the battery is a NiMH battery.

35.   (New) The vehicle as recited in claim 24, wherein the charge controller delays the charging of the energy accumulator as the vehicle's velocity increases.

36.   (New) The vehicle as recited in claim 24, wherein the charge controller does not lower the setpoint value when energy for charging the energy accumulator is generated via energy recovery during a downhill drive.

37.   (New) The vehicle as recited in claim 36, wherein the charge controller stores surplus energy in the energy accumulator independently from the velocity.

38.   (New) The vehicle as recited in claim 24, wherein the charge controller setpoint value drops linearly in a predefined velocity range between standstill and an upper limit and then keeps constant.

39.   (New) The vehicle as recited in claim 24, wherein the charge controller in a cold start, the setpoint value is kept constant up to a predefined minimum velocity and drops subsequently to a maximum velocity with increasing slope above a state of charge limit.